

cattle such cars should not come back to Canada, until they were thoroughly cleansed, and that none of the droppings should be put off of the cars in Canada. The cattle were ordered to be put off of the train at Lynn, where the Eastern Company made a switch, and ran the cattle into an enclosure through a gate to be closed when the cattle were in, and an outer and inner fence made around the enclosure, so that they could not come in contact with Canadian cattle. Many complaints were afterwards made that American cattle could not be brought in for breeding purposes. After considerable correspondence with the Imperial authorities, that government permitted one quarantine of 90 days at Sarnia, to facilitate the bringing in of American cattle for breeding, without placing United States cattle in the list of scheduling countries. To-day, the whole arrangement is most satisfactory to both the English and Canadian Governments and people, as evidenced by the increased importation, as well as the largely increased exportation by the St. Lawrence exporters who complained that they could not and did not, for years, ship from Canadian ports. They have since abandoned the plan of shipping by way of the New England ports, and embraced the facilities afforded by the St. Lawrence route. Every square inch of space that could be procured by this route, has been filled with Canadian cattle this season, which proved beyond the shadow of a doubt, that the business of cattle-raising in Canada is capable of unlimited extension, and is yet to be one of our most important export trades.